full it is full of sweetness now!

I have been very near a rose,"

_J J. Piati, translated from Persian

TIME'S NIMBLE FLIGHT.

it beats all how time slides, don't it, Squire? said the Old Settler, as he shoved broom splint through the stem of his pipe to enlarge its draft. "It slides along like a saw log down a rollway. It don't stop fer nuthin, an it don't turn out fer nthin' and the longer y' see it runnin' ne faster it goes . It don't seem more'n ter it goes lt don't a sek sence sumpin' p'tie ler happened in the Sugar Swamp deestric', an were fifty year ago' l'hight. D'ye aber of it. Squires' Twere sumpin' ler than lemme see Major, replied to much the selling and evi half a leaff se' week sence sumpin' p'tie ler happened

cl Conderman's cider. Yes, that ere it sure! It's jist lifty year sence at happened. That were a funny saran no mistake! Wa'nt it,
i' ha! ha! Poor of Gunderwa'n't Cobsack's mule a cor-That ande, boys, couldn't be kep' mischief, not if y'd hopple all test an put a poke on him be. The night the major is thinkin' on le got inter of Gunderman's cellar nied a bull keg o hard cider. He is the grank er a lord on west or drunk ez a lord, an' went on ht sur nade 'round the clearin', were makin his rounds he met derman on the hill by the red house thinderman were on his inf in the tavern an had a snug ftable cargo o tanglefoot aboard sack's mule went for him at house Of Gunderman, holpassed the nule three times be spected to member evryshing, had win it. The nule, seein that he?"—Ed Mott in Chicago Herald. be passed the mule three times be went back tother way round house to head him off, but b' the of man had plunked inter a 't stood at one corner o' the mule'd slide on by But the mule er enough not to be fooled that drunk enough to be bound to hev fun he k'd skeer up that night, ef an ear off. He smelt of Gunder that har'l ez soon ez he come to it pus 'round, tail to, he h'isted both to agin the bar'l. Over she went, to to split down the hill she rolled, id Gunderman tosstin' about inside an' a thinkin' th't his cend were an' the mule a clatterin' long ahind at more n makin' the hills ring with say he beenaw'd an squealed, he were common tickled with the joke. The kep in the road till it got to the re at the bottom o' the hill, an' then be jeed to the right an dropped kar-in the creek, ten feet below. The

Squire!" the Old Settler exclaimed. th red in his face and snap in his eye, don't know nuthin bout Cobsack's ule an' I don't know nuthin bout of anderman's eider. If yer a friend o' mine b gosh, y orter member well wat happened the time I'm a hintin' at." Were I than asked the squire, inno-

Yes, y was than," said the Old Set-An' Cronky MeSly, an' Pete Crim-an' Banky Mudfat, an' a heap the of time boys was thar, an

Oh h h, yes!" said the squire, with a on his yest said the squire, with a malicious wink to the boys. I member how But were the night of the apple cut at Rocky Bottom, wen Bill Totten fetched his gal an got jealous of her You member her, major, Betsy Jane We'n't she a stunner? Swamp. We had stoned to stone the high stepper of Sugar Swamp. She were put together to stay. Betsy were an could take in an apple cut or hasten bee six nights outen a week. bom an eat sak pork an 'lasses is p'e fer breakfast an turn in an ashin' fer forty men th't worked tan ry, jist ez easy ez most gals nows: ys kin thump a poky or a camp meetin tune outen the planny. Betsy were way up in s'ciety, an were gittin \$3 a month an her feed. She could ha had my bark poeler th' were in the

An' yit yer mem'ry is scatterin' like an vit yer mem'ry is scatterin' like shot loaded fer pigeon," interrupted the Old Settler, getting hotter and hotter. "It's consumed furmy," said he, "th't you kin set here an' think o' folks an' things er I never heerd on, an' vit ye can't git yer mind onter sumpin' th't act'ally haped fifty year ago, an' sumpin' th't were

n p tic ler, too." Were th' any fun long with it?" asked

the squire
"I that th' were at the time," replied
the Old Settler, "Wat I think bout it
the Old Settler, "Wat I think bout it. Not the Old Settler. "Wat I think bout it now hain't got unthin' to do with it. Not

"Til bet all the taters I'll raise this year th't ye mean Phil Byer's beefin beef." exclaimed the squire "Boys, I mus' tell ye bout that, fer th' wa'n't never nuthin' like it ever happened afore or sence. We had heard that Phil Byer were gointer beef a steer of his n that had got a leetle too rantankerous to be handled for work. Er none on us hadn't never heerd o' setch a thing ez a beefin bee we ruther calclated ez 'twere bout time to git one up.

an' we started to give Phil a s prise.

For a miled or so fore we got to Phil's we heerd a fearful yellin' and howlin', but we thort 'twere only a cattymount ing n' over in the swamp, an' we hadn't one to think bout a leetle thing like that. The moon were bigger'n a wash-tub, an' we could see jist bout ez well ez were shinin'. It were colder'n The howlin' an' hollerin' growd londer ez we got nigher to Phil's, an when we struck his clearin' an' come up to the house, that we see Phil on the roof o' the cabin, struddle o' the ridge pole, a yellin, 'Helpi helpi' ez if someun were hutcherin' on him. A prancin' an' were butcherin' on him. A prancin' an' bellerin' 'round the cabin, fust on one side an' then on t other, were the steer, a

aide an then on t other, were the steer, a pawin' the snow was nor if 'twere havin' more'n a bar' o' t'an, an' 'twan't a costiu of him a cent. It were a funny sight, an we jest had to yoop.

"What a ye doin' up thar" Phil? we hollered. 'An' how'd ye git up thar?

"I clim up the chimbly, o' course! said he maddern wild cats. 'It were so durn how in the cabbe that I climb up to dura hot in the cabin that I clumb up here to cool!"

"Come down, Phil, we says, 'we've The Journalist.

kim to give ye a s'prise. Ain't ye goin' TAKE CARE OF YOUR EYES ter beef yer steer?"

"D'ye see or hear anythin o' that steer, consarn ye? says he. 'An' can't ye see it's only a question wuther I'm agoin' ter beef only a question wither i'll agoin ter geet that steer or wuther it'll beef me? The infernal critter boosted me onter this ridgepole at 10 o'clock this mornin' an' I've been here freezin' an' yellin' fer help ever sence My ol' woman an' kie young ms is locked in the cabin an' I've see em try twicet to git out to the wood pile, but that steer has took dum good care that they didn't, an', ez l haint heerd nothin' on 'em sence, I reckon they've either fuz to death or gone to bed to keep warm. That there steer's ben havin' the properest kind of a Fourth o July celebration all day, an' if some o' you fellers can't git away with him ye kin sen' for the cor'ner, fer i'll be friz stiffer'n a Chris'mas goose

"Hol' on! Hol' on!" interrupted the

in in in femme see, Major, replied paire, looking at the ceiling and evice turning his memory back half a ry. Th' was a number of things and tong about this time, an a arbier-fifty year ago. But it a me th't the pair ler thing that you must halben Frizzy Cobsack's mule thoughts and the sequere, with a tone of regret, 'I don't see how in natur' I've been sloshin all round that weddin an' regret, 'I don't see how in hatur I've been sloshin' all round that weddin' an' never wunst thunk on it! W'y, sartin! That were the night young Gene McRetch-felter an' Sairy Hopper was spliced. That were a weddin, boys, th't knocked the spots offen any weddin' I ever 'tended."

"Who in the name of the pink caliker ghost is Gene McRetchfelter an' Sairy liopper" roared the Old Setzler, rising up in his chair and shaking his cane at the squire, while the latter smiled queerly and winked mischlevously. "If y' was to their weddin fifty year ago thight. to their weedth lift year ago thigh, how could y' hev been to mine, bycosh, I'm the time the dominie 1' ched me an' M'riar till the last drop o' cider were dreened I'm the barl! It were me th't were married fifty year ago! That's the sumpin p'tic'ler th't happened! It were me th't were married, an if you've fergot it bloods the bright limit." it, b'gosht'lmighty, I haint!"

And the Old Settler banged the floor

with his cane and went home. The squire smiled archly as he said to the boys: "Wull, an of chap like me hadn't orter

Study of the Absent Minded.

Absent minded people are a curious study, and furnish an unlimited fund of study and turnish at unmined tund of amusement. People who hide things so successfully that they cannot find them are very numerous. The poetical editor who frisks about the office frantically dewho trisks about the office frantically demanding his pen when that useful article is cozily tucked behind his ear; the woman who pins her jersey to the back of her skirt and forgets it at night, puts the skirt on in the morning, hunts in vain for her waist, done another and hurries away, leaving it to prove the read of the control of leaving the recreant jersey hanging down her back; the man who complacently irri-tates the wrong end of a match, and then wonders why in the jumping juniper it won't light—all these are familiar. * A case never told, but true to life, was

observed at a recent fire. One of the foremen was walking leisurely home after the fire had been extinguished, carrying, as he foully imagined, his speaking trumpet under his arm. His companion, upon asking him where his trumpet was, received the absent minded answer, "I've got it all right." He called the foreman's attention to the fact that he was affection ately conducting home a hose nozzle, and when he asked him where his magnificent when he asked him where his magnificent silver trumpet was, the foreman said in amazement: "I'm blessed if I know." A railroad conductor on the Central Hudson stood on a station platform one day and signaled his engineer to "go ahead," and then walked complacently back into the station, and sat dawn. A girl presently station, and sat down. A girl recently was in that mythical condition, "in love," put the potatoes on to boil in the teapot, and pumped water into the coal hod. All are veritable "observed phenomena Cor. Springfield Union.

Reckless Expenditure of Youth.

"To be sure the youth must have en-joyment; he must be amused, interested, entertained and diverted, but I wish the young child might be got at and his trainng so directed as to make the price of pastime smaller than it now is young men every week about this very waste of years-this reckless expenditure of youth, time and money, but the de fense is more than I can controvert.

Many have never been taught how to read or where to look for the best thoughts and the best books of men, but pay the highest price for the little fun they call life. Others are kept from sav-ing the nest egg by the cares of a family of brothers and sisters, and many frankly admit that the woman they would like to marry they dare not ask to exchange the comforts of a home for the negative ele-gancies of a humble flat such as labor can

It seems to me the fault lies with us older heads. We parents and preachers should do more to bring about that spirit of contentment which is the architect of happiness. Our daughters should be fitted and schooled for the home and the duties of wife and mother. They should | New York Mail and Express. value a man for his honor, his integrity his righteous life, and his love, and not subordinate all these virtues to the paltry dollar or the nucertain standing in a club or society. When a young man is made to believe that an evening at home with a 30 cent magazine or a 60 cent novel is better than a \$5 lark with the boys he will keep at the hearthstone and put his money in the bank."—Chicago Times

The vehicle furnished for the traveler's use in summer is a large heavy, four wheeled carriage called a "tarantas," which consists of a boat shaped body without seats, a heavy leathern top or hood, and a curtain by which the vehicle can be closed in stormy weather. The body of the tarantas is mounted upon two or more long stout poles, which unite the forward with the rear axletree, and serve as rude springs to break the jostling caused by a rough road. The traveler usually stows away his baggage in the bottom of this boat shaped carriage, covers it with straw, rugs and blankets, and reclines on it with his back supported by one or more large soft pillows. The driver sits sidewise on the edge of the vehicle in front of the passenger and drives with four reins a team of three horses harnessed abreast. The rate of speed at tained on a good road is about eight miles an hour.—George Kennan in The Century.

She Found Illim Out. "Fizby is in hard luck."

"Why?"
"His wife has been learning short hand.

GOOD ADVICE GIVEN BY A NEW YORK OCULIST.

it Is Rure That a Specialist Finds Perfect Eye-How the Eyes Should Be Looked After-Bathing the Eyes-Con-

It seldom happens that a New York treet car makes a trip from its stable to the terminus of its route without carry ing at least one person under 40 years of age who wears glasses at least when he reads. This will give the uninitiated some idea of the prevalence of impaired eyesight. In a cafe near Madison square the other evening a reporter counted eight spectacled young men out of twelve sit ting at five tables in one end of the room With a view of learning the cause of this widespread weakness in the visual organs of the young men of this generation, the reporter sought Dr. George S. Norton, of the New York Ophthalmic college, a well known authority upon that subject of medical practice.

"It is rare that a specialist finds a per fect eye," he said. "In nearly every in stance some defect is found. The most ommon complaints are myopia and hyper mytropia, or near and far sightedness, as they are commonly called. The former is increasing, but the latter is not, although the latter is far more prevalent just at resent. The care of the eyes is far more mportant than most men realize. The improper use of eyes which are weak results in a variety of complaints. It often causes headaches, depression and some-times nervous prostration. These can generally be remedied if not cured by the ase of glasses. In the purchase of glasses the sufferer cannot be too careful. The ise of glasses that are improperly ad justed to the eye is oftentimes more in jurious than helpful. Another common omplaint is called astigmatism, which onsists of the irregular curvature of the ornea. In such cases one part of the eve may be myopic while the other is hyper To avoid this, glasses must be mytropic. used with lenses specially ground for the purpose. BITS OF GOOD ADVICE.

"How should the eyes be taken care of?" "That depends entirely upon circum stances Each man's eyes differ from those of his fellow. No two pairs are alike Here are a few simple directions in cases of accident which would be well eye Wait a moment, then gently open refuse to go, turn up the lid under which the substance is and remove it with a soft handkerchief. If the substance becomes imbedded in the corner, or eyeball, go to a physician immediately. In bathing the eyes it makes no material difference, as has been alleged, whether they are rubbed toward the nose or from it. It is injudicious, however, to allow water to ente the eye, as this act may engender disease it should never be allowed except under skilled advice. Do not use the eyes after they are tired. They should be rested, if only for a moment. Avoid the use of the eyes while traveling in a railway carriage or in a poor light. Do not work with the head bent low. Use a sloping desk when writing. Never allow the light to shine in your eyes while working; let it come over the left shoulder, if possible. If this annot be accomplished wear a shade.

Avoid the use of colored glasses unless under-competent advice, except when ex posed to bright light, such as the glare of the sun upon snow or water. Then they may be used with great benefit. London smoked glasses, or blue, are the only colors that should be worn under these circumstances Avoid holding a book. when reading, too near the eye, as the to have thought of this, so their boats, nearer it is held the greater the strain. On the other hand, do not hold it far stroyed. One experienced fireman emaway, as then the strain is even greater ployed on each boat could drill the boat-Contagion is the most fertile cause of the | men and manage the fighting of a fire, so spread of external diseases, especially granular lids. This is most generally the boat to burn. A few years ago, when the case in public institutions, where children city's harbor boat caught fire, we had to live and sleep together, and often wash go down to the levee and put out the fire. themselves in the same water. Isolation although the harbor boat has on her lower s the only known method for preventing deck the finest kind of apparatus for fightthe spread of this disease. A normal eye ling fire .- Assistant Fire Chief in Globe should be perfectly strong and not become easily tired. It should not require the use of glasses until the age of 40 or 45 has been reached. By the use of proper glasses they should remain strong indefinitely A far sighted man requires glasses for reading much earlier than a man who is near sighted. When a person does not need glasses for reading at 50 years of age it proves conclusively that he must have been near sighted in his youth .-

An Ancient Mariner. British residents in Japan are subscribing for the repair of the grave of Will Adams, a British sailor, who was shipwrecked in Japan in the reign of James I, and who lived for many years at the Court of Yedo, where he obtained extraordinary influence. His grave was discovered some years ago on the summit of one of the hills overlooking the government arsenal at Yokosuka, near Yokohama.

Rosa Ronheur. Rosa Bonheur in the streets of Paris is a large, elderly lady, rather plainly dressed in black, her gray hair tucked under a close bonnet. Years ago she dressed as a boy so as to attract less attention from the hangers on of the stables, cattle yards and menageries, she still wears male attire at home when eats horse radish.-New York Mail and

at work. Robinson - You seem troubled this norning, Brown, and out of sorts.

Brown-Yes, domestic affairs Robinson-How much do you owe her? Brown-Owe her, owe who? Robinson-Your cook.-New York Sun

Good people die and bad people live. The man who is fat with health can't get employment, and the man who is making money hand over fist has to give up business on account of ill health.

PRETENDING TO BE CRIPPLED.

Class of Malingerers Who Seek to B cover Damages from Railroads. Of late years a new class of malingerers

has arisen This is composed of the people who, when any accident happens to a railway train, steamboat or siner conveyance owned by a corporation or rich person at which they are present as passengers, pretend that they have been seriously injured and forthwith bring suit against the proprietors in immense sums for damages. A smattering of medical knowledge is very soon acquired by these people during their examinations by their physicians, and they are thus often enabled to cut a pretty good figure before a jury. I do not think it is at all difficult to detect these

It is rarely the case that they are so onsistent in their detail of alleged symp coms and in their conduct as to deceive a medical man thoroughly well skilled in his profession. Besides this, they generally overact their part in their efforts to deceive, and, if subjected to close scrutiny for some considerable time, or at periods when they do not suspect that they are watched, scarcely ever fail to show them selves in their true colors

Not long since I was applied to by a young man, who informed me that, about a month previously, in getting off a street railway car, he had been violently thrown to the ground, so that he had wrenched his back, had become partially paralyzed in both legs, and had, besides, sustained serious internal injuries In addition to wanting my professional advice he de sired an examination, with a special view of having me to testify before a court in a suit for \$20,000 damages, which he intended to institute against the railway company I caused him to take off his clothes, and I found at once that there was no emaciation. On the contrary, his body was remarkably well nourished. He complained of pain in the upper region of the spine, and screamed in apparent agony when I slightly touched that part of his body. It seemed to me then that here was an unusual degree of sensitiveess, and not at all such as would have been developed had he been really injured in the way he described. The grasp of his hand was very weak, but at the same time his muscles were large and well

I was satisfied even at the time that he as making the most of his condition, If not actually deceiving me I next asked him to walk around the room until I told im to stop. At first he tottered over the floor as if about to fail at every step and omplained of great pains in his legs As e continued walking, however, I kept him in conversation, so as to divert his mind from himself. As a consequence he was thrown off his guard, as I expected e would be, so that after a half a dozen turns his gait was measurably improved, and at times was as good as it ever had Of course, if there had been any been real paralysis, every step he took would have added to his lameness Some other methods of examination with instruments of precision placed the fact of his fraudu lent pretensions beyond a doubt. I then accused him of deception, and recapitu lated to him the points which by his in sufficient knowledge of the subject had led to his detection After numerous pro testations he confessed that he had been drilled by an attorney to simulate spinal injury with a view to defrauding the rail way company .- Dr. William A. Hammond

Fires on a Steamboat. I don't think there is a boat on the Mis sissippi river that is without all the best nodern appliances for extinguishing fires. ont when a fire breaks out on the boat there is nobody who knows how to handle the apparatus Fighting fires is a science that it takes years of experience to ac quire. Steamboat managers never seem Democrat.

The Pervasiveness of Lightning A correspondent of The Springfield Re-publican, describing the effects of a recent lightning stroke, says that "the ceil ing of the room had been replastered the preceding spring, and the sand of this locality, which is used in mortar, is ferruginous. Every metallic particle in the latter the fluid seemed to have found and detached, so as to give the plastered sur face an appearance better described as pock marked than by any other words at my command."-Scientific American

A farmer near Chebanse, Ilis., having an ox that did not obey orders, concluded that the animal was deaf and bought an ear trumpet, which worked with great success. The animal had lost its appetite. but with its return of hearing ate heartily The ear trumpet is fastened in place by wires around one of the horns. The story is from a western paper, and no chrom-

goes with it. We know a wealthy merchant who keeps half a dozen horses, who recently stated that his store was closed on account of a "holiday." and we also know a proof reader who can spell every word in the English language correctly, and the only ICE-CREAM FREEZERS. which were visited chiefly by men, and time he experiences any horse is when he

> The doctor tells Morrill that if he doesn't stop work and take a rest he'll go into a TINNING, PLUMBING, GAS AND STEAM decline, and then tells Blakely that if he does not abandon his sedentary position and go off somewhere and work on a farm he will die of torpidity of the liver.

One man is spending all the money he can earn in taking a girl to the theatre and sending her flowers, in the hope that he may eventually make her his wife, and his neighbor is spending all the gold he has saved to get a divorce. STEAMSHIPS.

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Commencing SUNDAY, May 6, 1864 on this road will run as follows: TRAINS SOUTHWARD. Leave Arrive

31— 8:30 am. 9:20 am. Sunday accommoda 33— 9:36 am. 10:30 am. Accommoda 23— 10:38 am. 11:45 am. Through tru 37— 9:36 pm. 37 pm. Accommoda 38— 9:36 pm. 6:59 pm. Accommoda 51— 11:27 pm. 8:30 pm. Accommoda 57— 7:25 pm. 12:15 am. Accommoda

14— *6:35 am. 7:17 am. Fast mail. 33— 7:00 am. 7:14 am. Sunday Accommodation 65— 48:40 am. 9:29 am. Accommodation 78— 95:12 pm. 6:00 pm. Through train. 36— 5:55 pm. 6:74 pm. Sunday Accommodation 36— 7:48 pm. 9:38 pm. Accommodation

Daily. †Daily (except Sunday).

5:59 pm. arrives at E:ba; leaves Ashland a:
5:12 pm.
C. A. TAYLOR, General Ticket Agent.
E. T. D. Wyers, General Superintendent. Nos. 27 and 14 make no stops. No. 27 stops only on signal at Manchester and Chester. No. 78 stops only on signal at Chester. Centralia and Manchester. No. 15 stops on signal at all regular stations. No. 08 stops on signal at all regular stations, and also at Temple's and Port Waithall. Nos. 31, 22, 33, 34, 35, 38, 37 and 38 will stop at all stations for passengers. PULLMAN CAR SERVICE. CHESAPEAKE AND OHIO ROUTE SCHEDULE IN EFFECT MAY 20th,

On Trains Nos. 14 and 23 sleeping-cars be-tween New York and Tamps, Fla., (via Jack-sonville). On Trains Nos. 14 and 27 sleeping-cars between Washington and Charleston. On Train No. 78 sleeping-cars between New York and Jacksonville. On Train No. 27 sleeping-cars between Washington and Jack-sonville. Old Point.

8:15 am Sundays only. To Newport News, Old Point, and Norfolk.

11:05 am Through and Local Mail to all points West, except Sunday. Sleepers from Clifton Forge to Huntington.

3:20 pm For Newport's News, Old Point and Norfolk, except Sunday.

5:00 pm Charlottesvilla.

E. T. D. MYERS,

RICHMOND AND ALLEGRANT

Through Ac om-Mail modat'n tNo. 1. tNo. 3. *No. 19.

Lv Richmond. 9 30 am 3.45 pm 10 55 pm Ar Scottsville. 12 27 pm 7.35 pm 1 38 am Ar Howa'dsv'c 12 55 pm 2 02 am Ar Lynchburg 2 55 pm 3 50 am Ar Lexington. 6 65 pm 6 45 am Ar Cl'ton F'ge 7 10 pm 11 3° am

RICHMOND, FREDERICKSBURG AND POTOMAC.

THEOUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORR, PHILADELPHIA, NEW YORK, AND EASTERN AND WESTERN CITIES.

H. W. FULLER.

General Passenger Ag

ONLY TWELVE HOURS BETWEEN RICHMOND AND BALTIMORE IN EACH DIRECTION.

Correspondingly quick time to other points.
Through bills of laden issued at low rates.
C. A. TAYLOR,
Oc 23
General Freight Agent.

DIEDMONT AIR-LINE. RICHMOND & DANVILLE RAILROAD.

SHORTEST AND MOST DIRECT ROUTS TO THE SOUTH. PULLMAN SLEEPERS ON ALL NIGHT SCHEDULE IN EFFECT APRIL 22, 1888.

Arrive Danville. Salisbury Charlotte Augusta Atlanta New Orleans. Birmingham Vicksburg Shreveport

CONNECTIONS.

CONNECTIONS.

Train No. 50 connects daily except Sunday at Keysvine for Chase City, Charkeville, and Oxford; as 'Greensboro for Durham, Raleigh, Saleim, and Witston, and all points on North Carolina D. vision.

Train No. 52 connects daily at Greensboro' for Salem, Winston, Raleigh, Goldsboro', and Morchead City; at Salisbury for Asheville, Hot Springs, and all points in Western North Carolina; at Charlotte with Charlotte, Columbia and Augusta railroad for Columbia, Augusta, Alken, Charleston, Svaanah, Thomasville, Ga., Jacksonville and other Fiorida polots; also with Carolina Central railroad for Wilmington.

Trains from the South arrive at Aichsnond 6:15 am, and 3:45 p.m.

*Burkeville Train extended to Clover

TAMELIA COURTHOUSE TRAIN. Leave Richmond Arrive Bon Air... Arrive Amelia C. H. Leave Amelia C. H. Leave Bon Air... Arrive Richmond...

YORK RIVER LINE DAILY EXCEPT SUNDAY.
The Favorite Route to Baltimore.
e steamers of this line are models of

The steamers of this line are models of beauty, elegance, and comfort.

*Leave Richmond 339 p.m. and 430 p.m.
Arrive Raitmore Arrive Richmond
Leave Baitmore 5 p.m. 20 and 10:40 a.m.

Fare Richmond to Baltimore Frst class, \$2: second class, \$1.50.

The York River Line affords superior advantages to business men in enabling them to leave Richmond near the close of the day's transactions, and arrive at Baltimore early next morning, after laving enjoyed a delightful night's rest, free from the dust and noise of railway travel.

WEST POINT ACCOMMODATION. Leave Richmond (23d St. depot), *8 00 a.m. Arrive Richmond, ** 77 45 p.m.

*Daily, *Daily except Sunday.
Depot and teket-office foot of Virginia street: up-town office, corner Tenth and Main streets.
PEYTON RANDOLPH. JAS. L. TAYLOB General Manager.
SOL HAAS.
Traffic Manager.
105 Gen. Pass'r Agent JOS. S. POTTS.
Div. Pass'r Agent Richmond, Va.

TALBOTT & SONS, RICHMOND, VA.

ENGINES, BOILERS, SAW CORN, AND WHEAT-MILLS, TOBACCO FAC-

TORY MACHINERY, TUR-BINE WATER-WHEELS &c., &c.

A TLANTIC COAST LINE. leaves Hyrd-street station daily; stops only at Ashland Junction, Milford, and Fredericksburg. Sleeper to Washington. Leaves Washington for New York at 11:40 am.. leaves Hyrd-street station daily, ex-cept Sunday. Leaves Washington for New York at 4:10 pm. Parlor car to Washington.

BAILBOADS

TRAINS NORTHWARD.

STOPPING PLACES.

THE ONLY ALL-RAILLINE TO NORFOLK

THE ONLY ALL-RAILLINE TO NORFOLK
LEAVE.
Richmond, *10:58 am.
Richmond, *0:58 pm.
Norfolk, *5:50 pm.
Norfolk, *5:50 pm.
Richmond, 22:21 pm.
Norfolk, *5:50 pm.
Richmond, 12:21 pm.
Norfolk, *5:50 pm.
These trains also make close connections for Farmville, Lynebburg, and southwestern points and all stations on the Norfolk and Western railroad, except the 10:58 train.
Passesegers for points west of Petersburg should take the 9:35 s.m. train instead.
R.M. SULLY,
Superintendent.
The Wyers

General Superintendent
T. M. EMERSON, General Passenger Agent.
Sot. Haas, Traffic Manager. (ap 28

SCHEDULE OF TRAINS IN EFFECT
MAY 21, 1883.
INLY LINE RUNNING SOLID TRAINS AND
PALACE SLEEPING CARS BEI WERN RICHMOND AND LYNCHBURG.

ARRIVE RICHMONO.
4:45 pm.—MAIL daily (except Sunday).
9:45 am.—ACCOMMODATION daily (except Sunday).
12:45 am.—EXPRESS daily. CONNECTIONS.

CONNECTIONS.

Sunday accommodation between Richmond and Scottsville leaves \$200 a.m., arrives returning 7:15 c.m.

At Clifton Forge with Chesapeake and Obio railway for the South, West, and Northwest.

At Lyzebburg with Nortolk and Western railroad for all points South, Southeast, and Southwest, and Virginia Midland railway for all points North and South.

At Richmond with Associated Railways for all points in the South, and Richmond. Fredsicksburg and Potomae railroad for the North.

At Lexington with Baltimore and Onio railroad, making close connections at Harper's Ferry to and from Pittsburg and the West also to points North and East.

Sleeping-car attached to NIGHT EXPRESS stops at Lynchburg.

SLEEPING-CARS LYNCHBURG to MEM-PHIS, NEW ORLEANS, and LITTLE RICK, Trains marked taily except Sunday, Daily, Tickets sold to all points. Offices: 918 E. 31 Maiu treet, 1000 Main street, and at Richmond and Alieghany depot, Eighth and Canal streets.

JOHN R. MACMURDO,

JOHN R. MACMURDO, Gen'l Passenger Agent. DRUGS, MEDICINES, &c. GALVANIC BATTERIES.

New and improved CLOSED CELL POCKET BATTERIES-simple, compact, effective, durable, and can readily be carried in the pocket without inconvenience.

Ask for descriptive circular. Price for ONE-CELL BATTERY, \$7.50 Price for TWO CELL BATTERY. \$10

HUGH BLAIR.

T. ROBERTS BAKER, and PURCELL, LADD & CO., Druggista. SALOONS AND RESTAURANTS.

FOURNION, 913 East Bank St., - Richmond, Va.

French Restaurant ON THE EUROPEAN OR AMERICAN PLAN.

Private Dining Rooms for Ladies and Gen-men. Everything strictly first-class. Try our 50c. Dinners. Private suppers a specialty. 71a8-3m.



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C MOORE, 604 Eighth Avenue N. Y. A BLESSING TO WOMAN